PROJECT OVERVIEW

State money was specifically allocated for a Road Diet and Complete Streets improvements on Harford Road through the Hamilton Business District.

Study Area

Echodale Avenue to White Avenue

Project Details

Benefits to businesses, benefits to neighborhoods

Road Diet consists of reducing the number of travel lanes:

- 4 lanes to 3 lanes: 2 through lanes and 1 center left-turn lane

Complete Streets improvements will include:

- Bicycle lanes
- Improved pedestrian crossings
- Improved transit operations

Specific constraints that the project needs to comply with:

- Budget: $320,000 is available for construction
- Schedule: Construction will begin late April/early May and be completed within one month.

Great ideas that don't fit these budget and schedule constraints can always be considered for a future project.

PROJECT GOALS

DOT's goals for this project include:

- Improved safety
- Reduction in speeding
- Slower and safer vehicle turning speeds
- Improved walkability with shorter crossings and two new crossings.
- Accessibility for people on bikes
- Transit improvements
- Increased sense of place
- Aesthetics

In appealing to the State for funding, Councilman Dorsey's office identified related goals:

- Reduce the number of travel lanes on Harford Road
- Reduce pedestrian crossing distances
- Provide buffered, parking protected bike lanes
- Remove curb extensions
- Provide "floating" bus stops in parking lanes

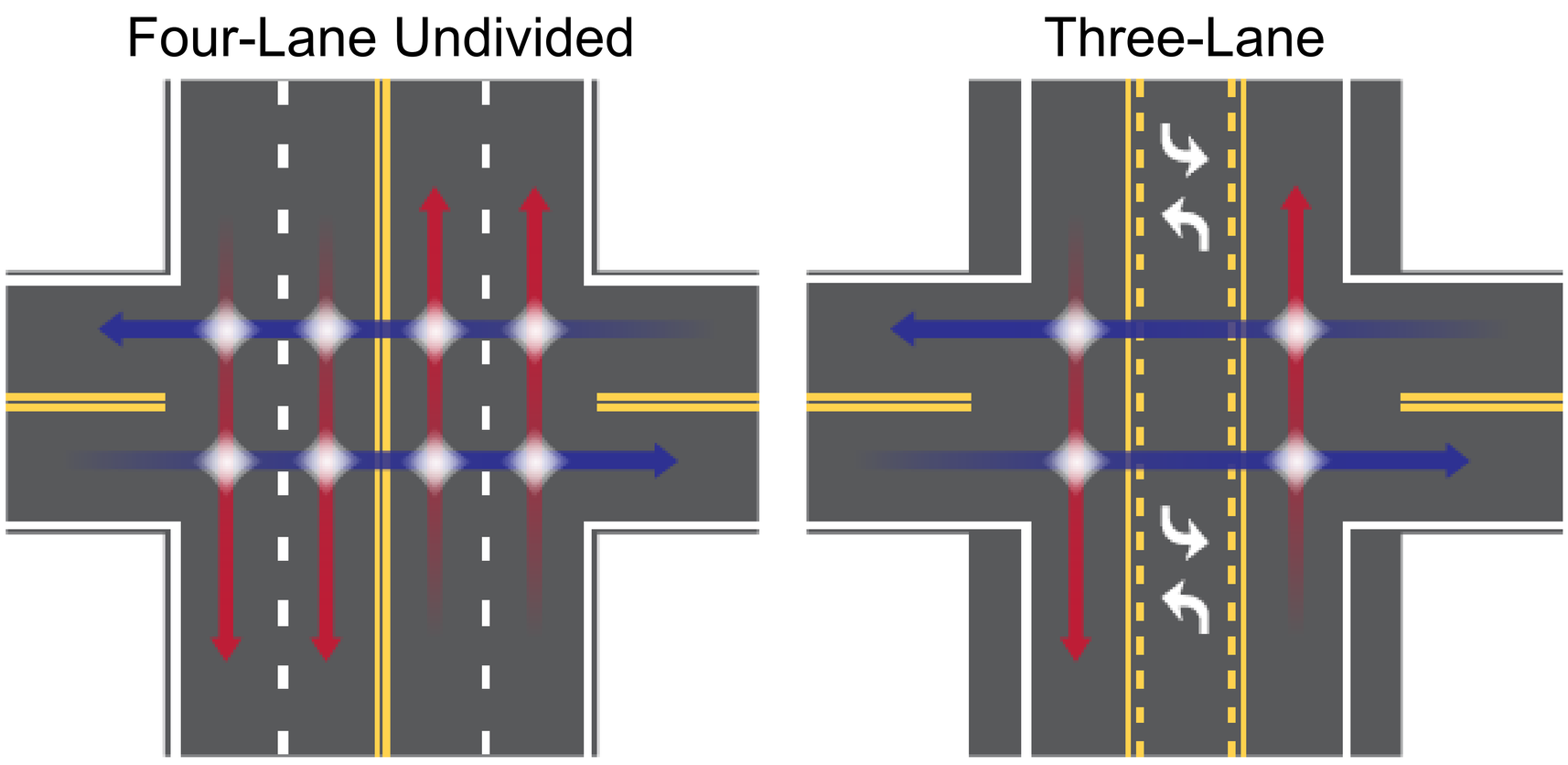
SAFETY

FHWA deems Road Diets a “Proven Safety Countermeasure” and promotes it as a safety-focused alternative cross section to a 4-lane undivided roadway. A study of 45 sites in 2010 showed crash reduction after the road diet ranging from 19% to 47% with a combined average of 29%.

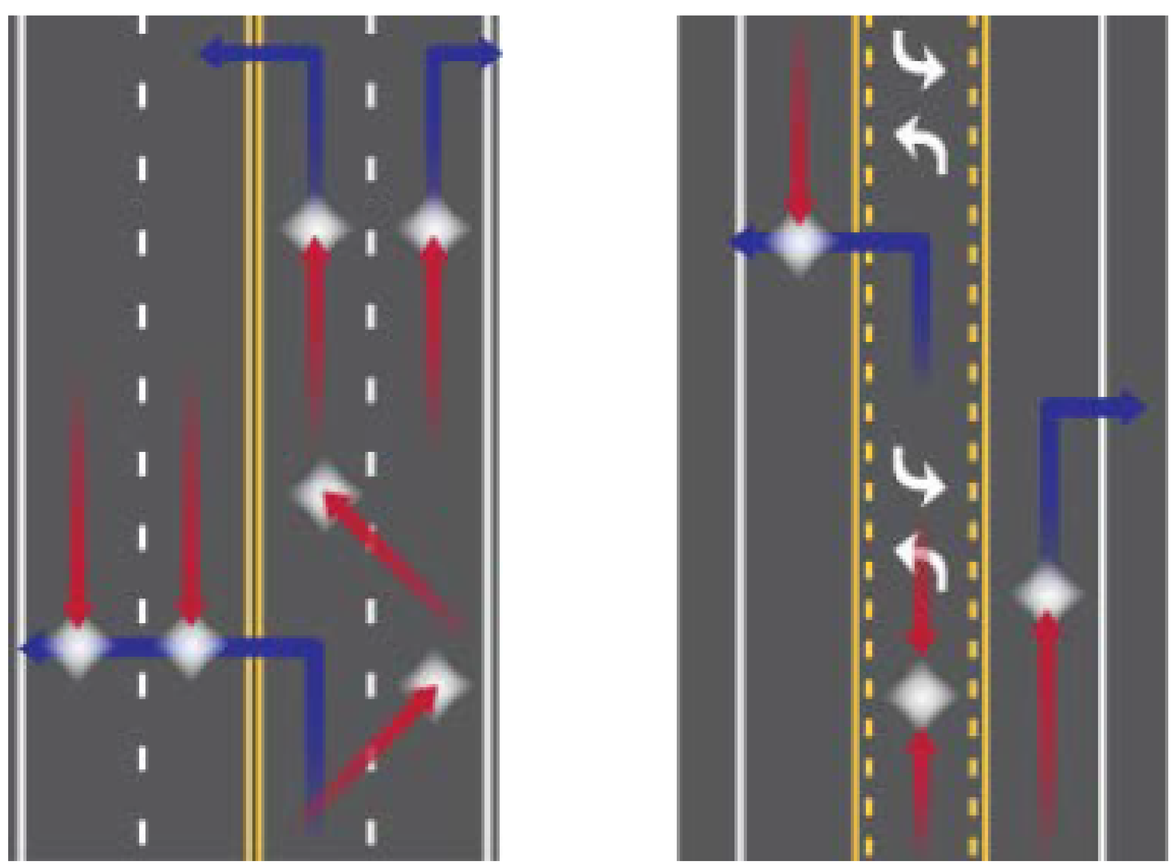
Why is a Road Diet safer?

- Road Diets reduce vehicle-to-vehicle conflicts that contribute to rear-end, left-turn, and sideswipe crashes

Conflict Points at Intersections



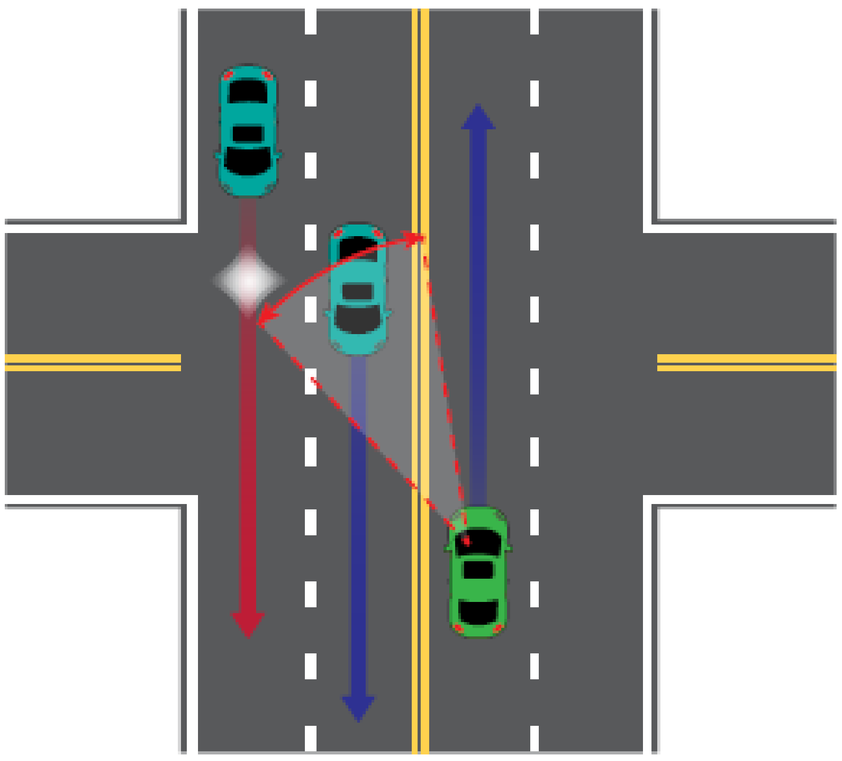
Mid-block Conflict Points



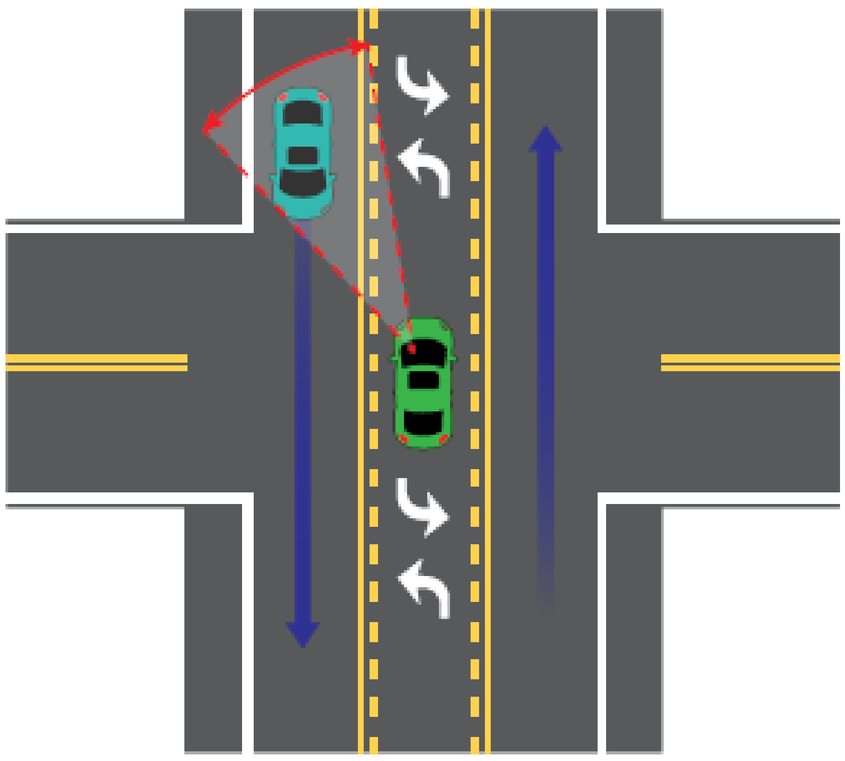
SAFETY (Cont.)

- A Road Diet provides better Left Turn Sight Distance – view of oncoming vehicle in the outside lane not blocked by a vehicle stopped in the inside lane

Four-Lane Undivided
(Outside Lane Traffic Hidden by Inside Lane Vehicle)



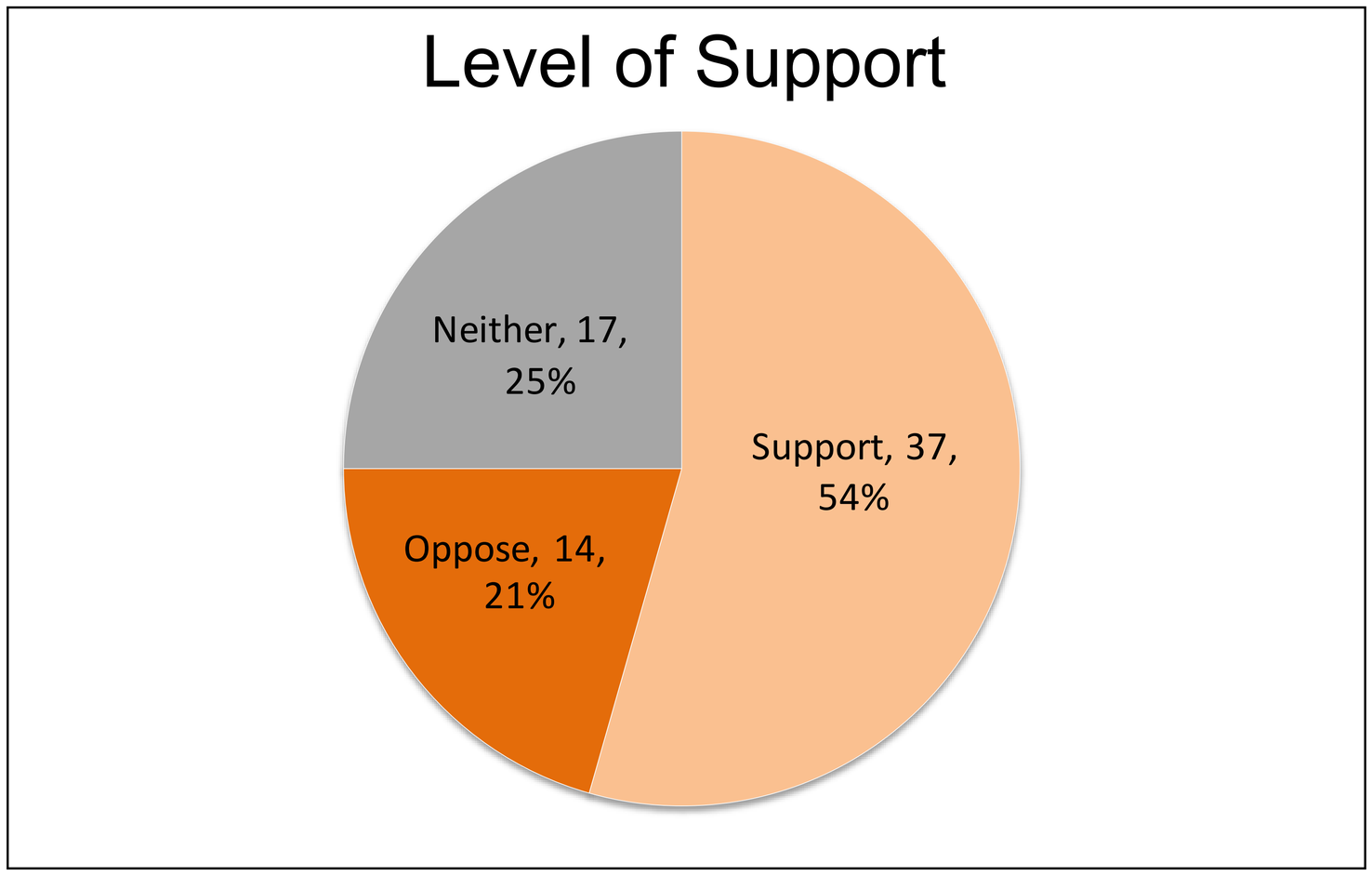
Three-Lane
(No Hidden Vehicles)

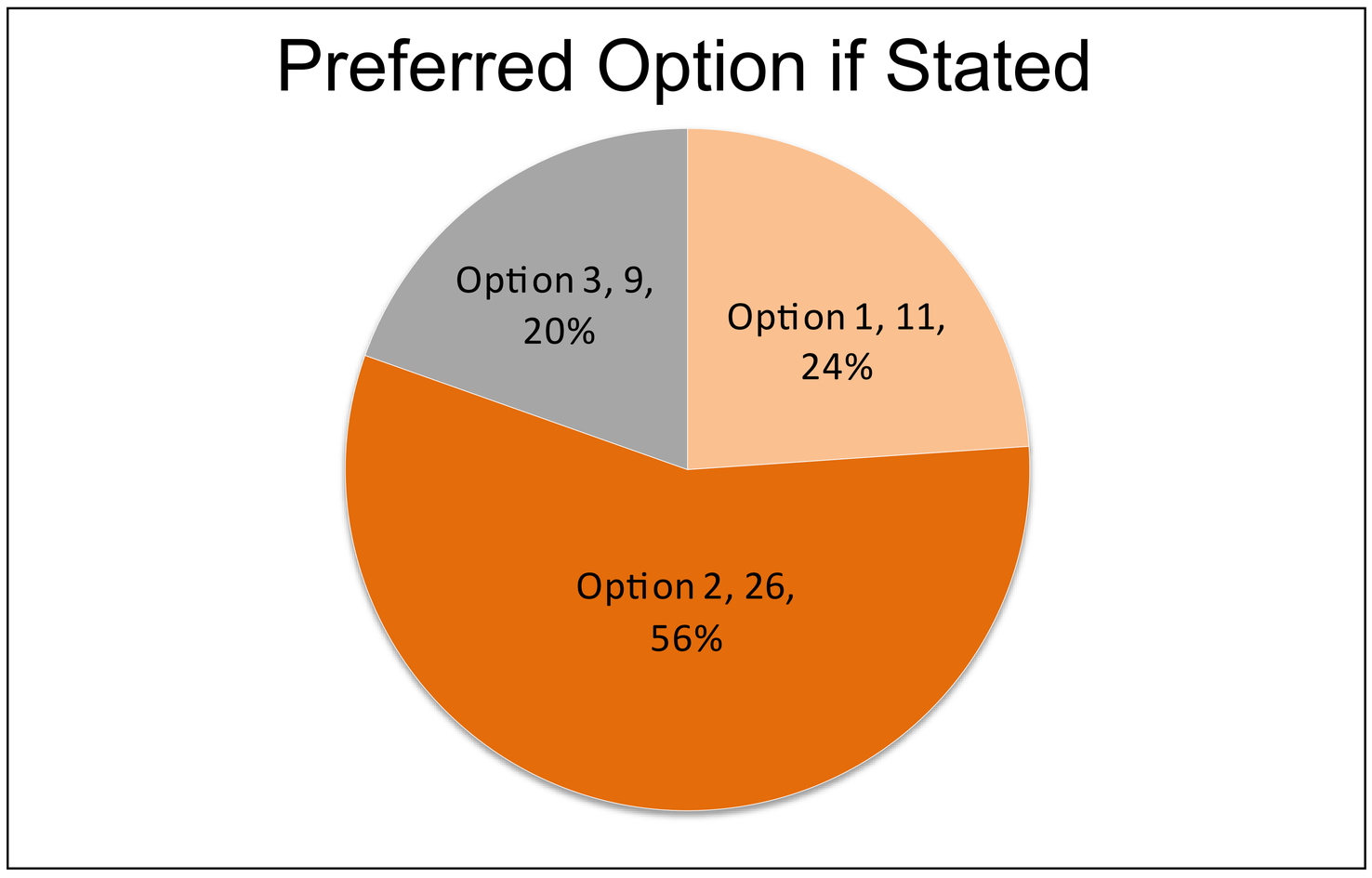


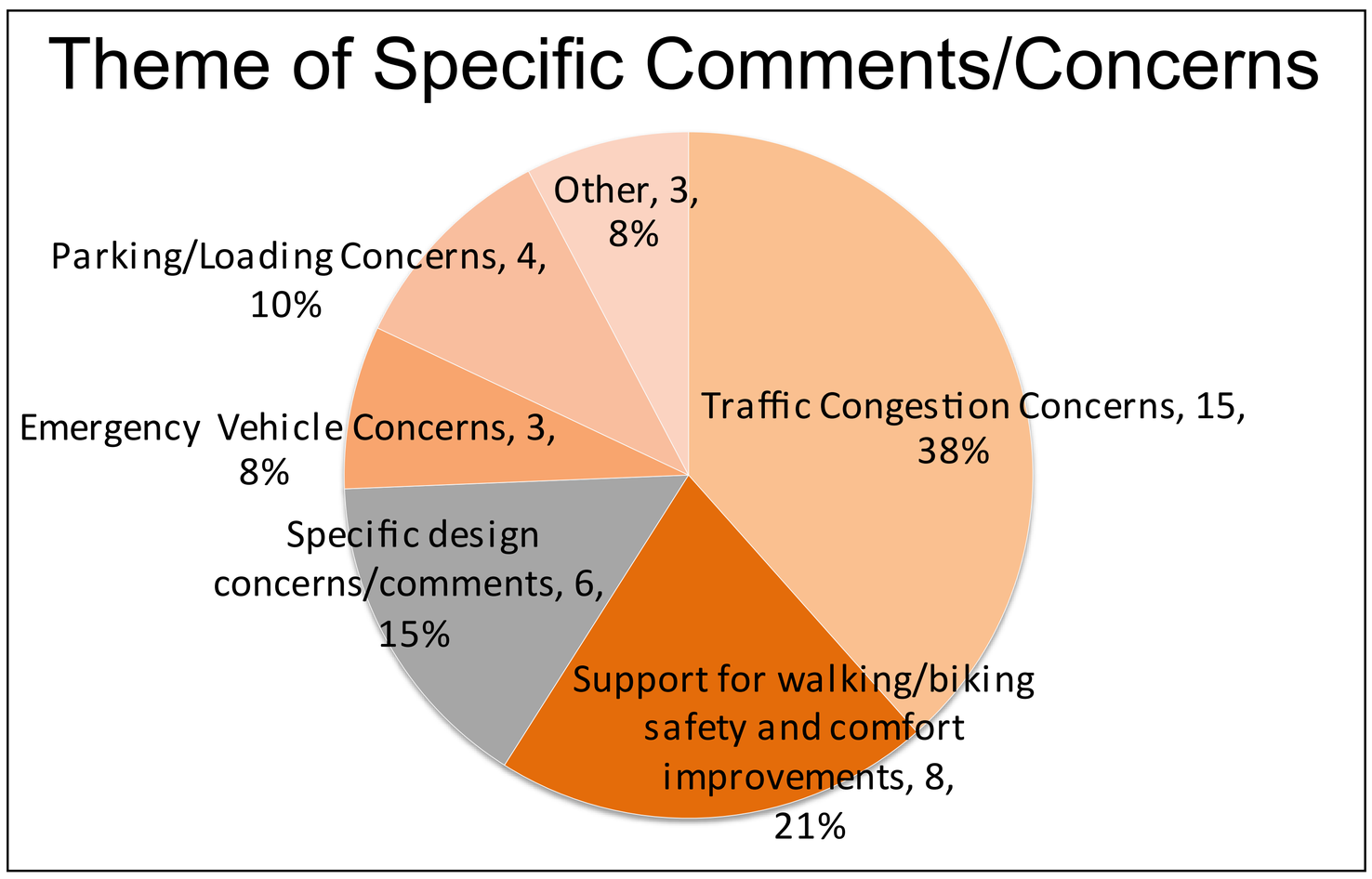
For pedestrians and bicyclists:

- Speed reductions associated with Road Diets lead to fewer and less severe crashes.
- Shortened pedestrian crossing distance reduces exposure to vehicle conflict, and lower speed improves driver ability to stop
- A Road Diet allows space for bike lanes, separating bicyclists from motor vehicle traffic.
- Lower vehicle speed reduces likelihood of serious injury or death if a crash does occur.

Results of Concept Design Community Meeting Held on February 27, 2019

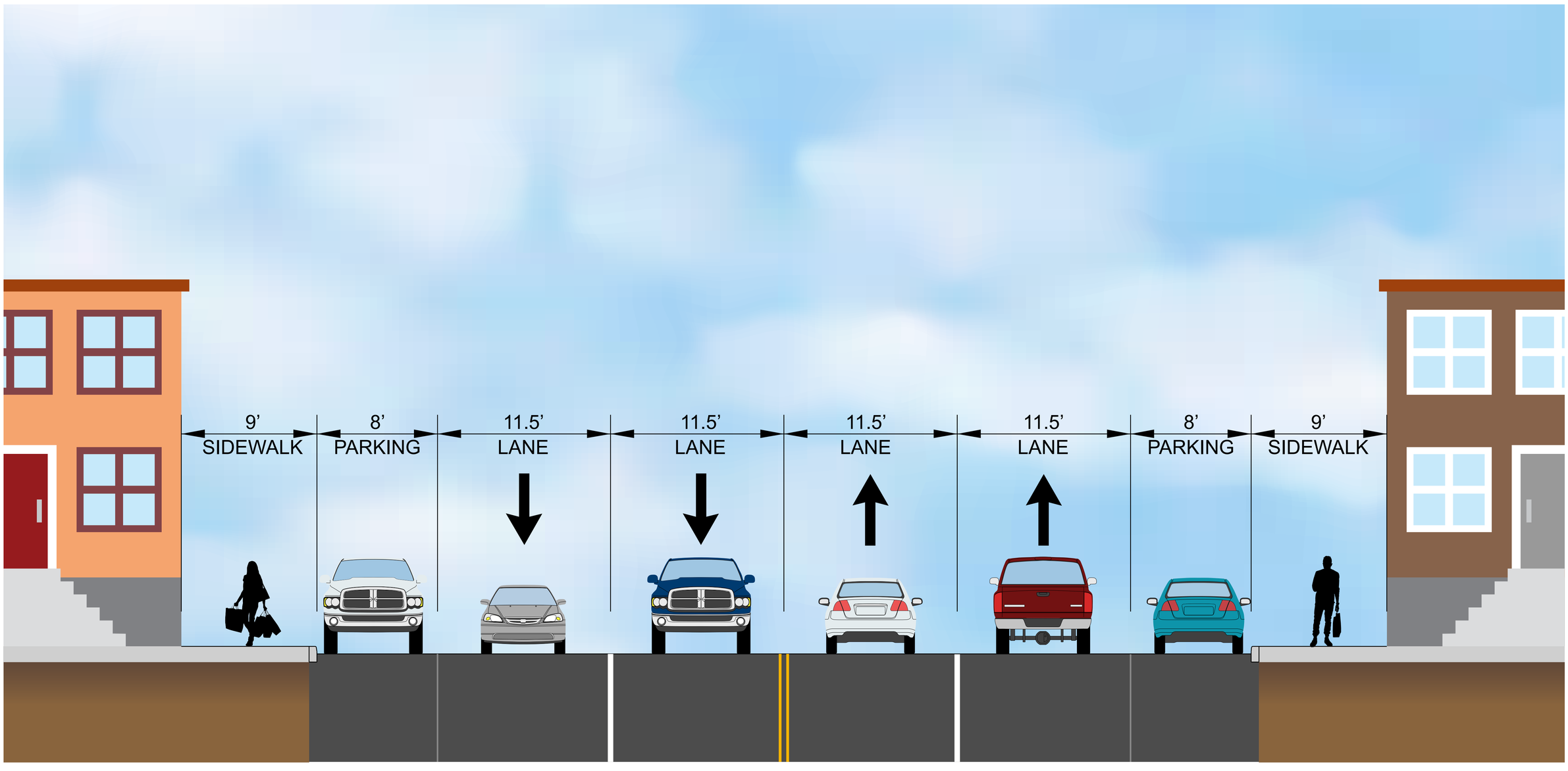




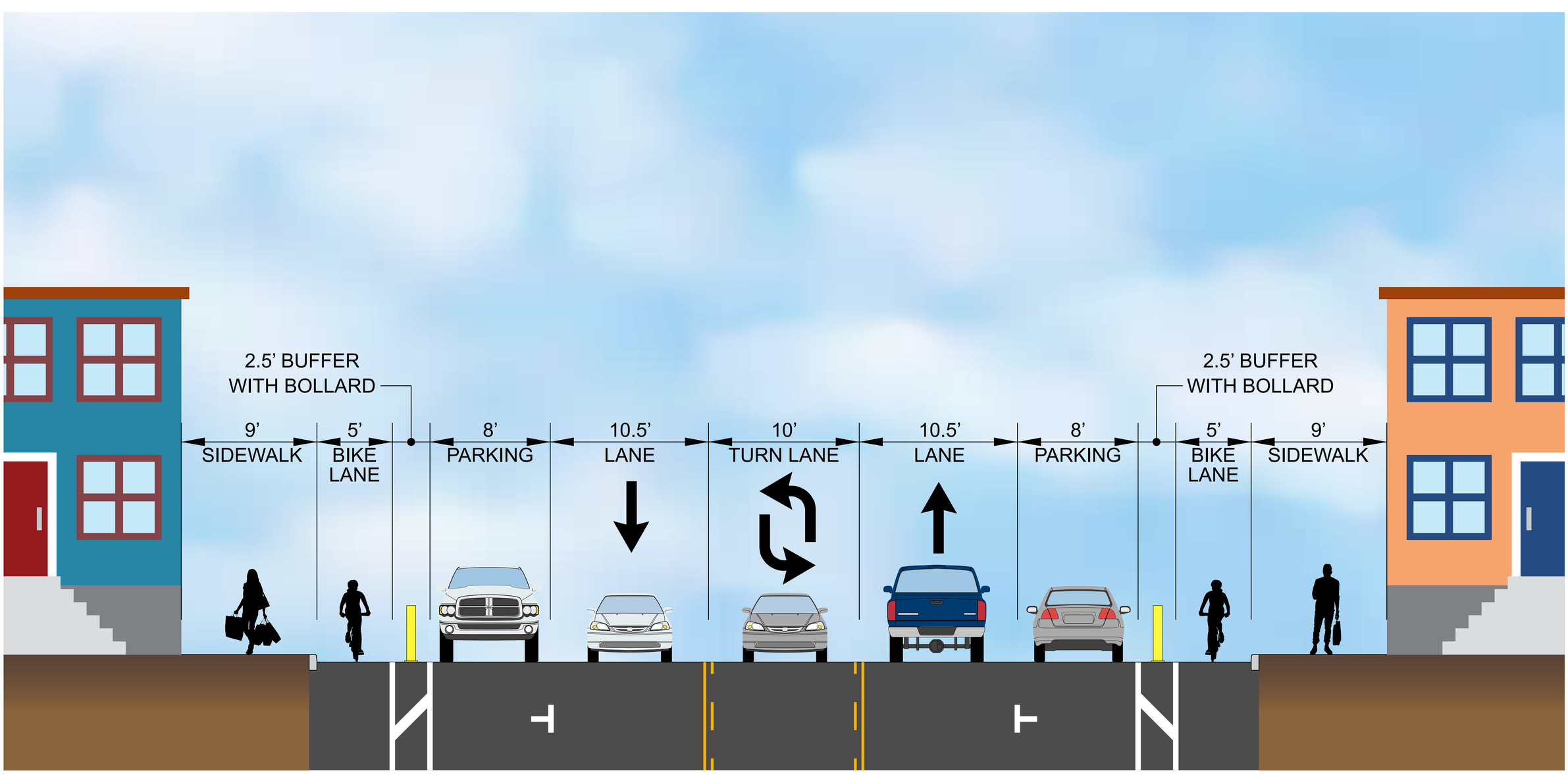


HARFORD ROAD IMPROVEMENTS

TYPICAL SECTIONS



EXISTING CONDITIONS



PROPOSED CONDITIONS

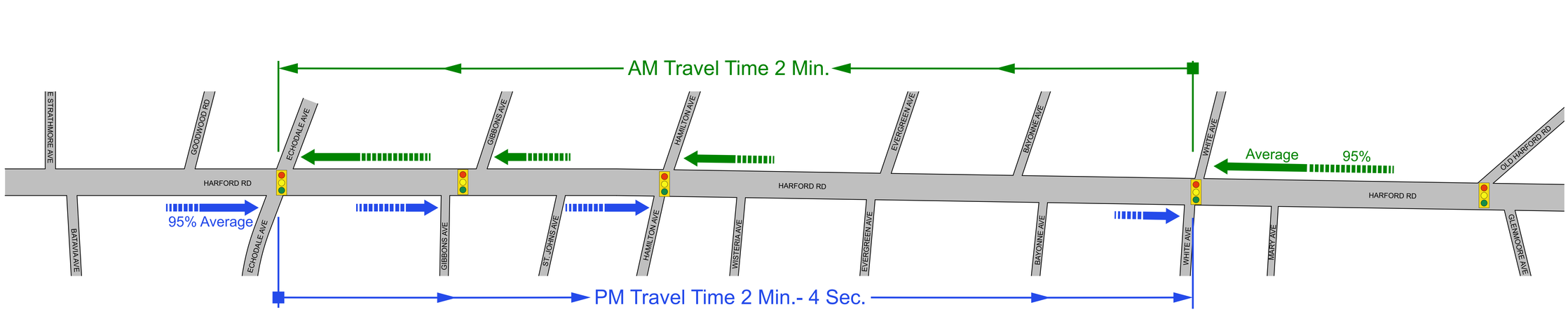
Comparisons Between Existing and Proposed Conditions

	Existing	Proposed
Pedestrian crossing distance	62 feet	31 feet
Buffered bike lane	No	Yes
Parking protected bike lane	No	Yes
Number of parking spaces	84	89
Retain existing curb extensions?	Yes	No
Floating bus stops?	No	Yes
Travel time – AM Southbound (peak hour)	2 min.	3 min. 12 sec.
Travel time – PM Northbound (peak hour)	2 min. 4 sec.	2 min. 48 sec.
Travel time – Southbound (off-peak)	1 min. 54 sec.	2 min. 5 sec.
Travel time – Northbound (off-peak)	1 min. 58 sec.	2 min. 48 sec.

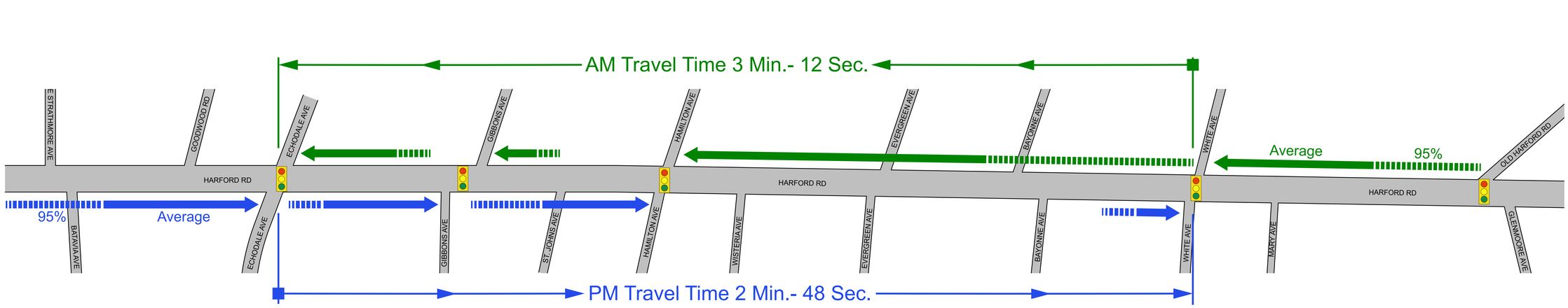
HARFORD ROAD IMPROVEMENTS

PEAK HOUR TRAVEL TIMES AND QUEUES

EXISTING



PROPOSED



LEGEND

AM SOUTHBOUND QUEUE

Average 95%

PM NORTHBOUND QUEUE

95% Average